4-02.1 PURPOSE. Right of way plans are developed along with detail plans. Right of way plans define and dimension areas necessary to construct and maintain the main roadway and integral appurtenances such as outer roadways, crossroads, etc. The right of way limits may include areas necessary for utility adjustments as discussed in Chapter VII. Right of way dimensions are detailed sufficiently to write deeds to describe the required right of way and easement limits.

4-02.2 ACCESS CONTROL. The control of access to a highway is one of the key elements in determining the safety of a highway improvement. It also serves to protect the investment in a highway. It can, however, be a major factor in how adjacent land will develop. Therefore, restricted access should only be acquired when it is consistent with the intended service to be provided by the highway. This service has been defined by its functional classification.

Expectations of the road user will be different on each classification of highway. While higher traffic volumes are associated with higher classifications, traffic volumes should not be the sole factor in establishing the route's intended purpose or the need for access control. It is better to determine the functional use for the improvement and implement the necessary access controls to protect that use.

Because driver expectations differ upon approaching developed areas and because functional classifications often change in these areas, the guidelines for when to purchase access controls are separated into rural and urban categories. Recommendations and justification for access control should be presented in the conceptual plan or location study report. The report should address total segments rather than individual projects.

4-02.2 (1) RURAL (includes urban areas less than 50,000 population).

4-02.2 (1) (a) INTERSTATE AND PRINCIPAL ARTERIALS. These classifications of routes have the purpose of transporting large volumes of interstate and intrastate traffic. They are intended to emphasize a high level of mobility for through traffic. They should be provided with the safest design characteristics and be conducive to high operating speeds. Interstate and principal arterials designated as freeways are designed for ultimate full freeway standards with fully controlled access. Other principal arterials are constructed as controlled access highways.

When stage construction is required, initial right of way should be acquired for future lanes, interchanges, and necessary outer roads. Access points should be provided only for public roads. Temporary entrances may be necessary if initial construction cost makes it more prudent to delay construction of outer roads. Traffic volumes in this case determine when full control becomes necessary. Deeds reflect the future control of access to driving lanes.

4-02.2 (1) (b) MINOR ARTERIALS. These routes are intended to link cities, towns, and other major traffic generators to the interstate and principal arterial system. As a general rule these routes are two lane roadways. They should be designed to maintain higher overall speeds with little interference to the through movements. A large amount of rural development along these facilities would not normally be expected, so control of access is not normally acquired. Those routes requiring expressway design standards because of higher traffic volumes are built under urban criteria.

Major traffic generators developing along these routes should have higher type entrances with acceleration, deceleration, and turn lanes where type and volumes of entering traffic dictate. Climbing lanes and turn lanes at major route intersections are considered.

Relocations near urban areas with populations under 50,000 should be considered only when design standards would be severely compromised or unattainable because of development. When appropriate, relocations are designed with sufficient right of way width for future lane additions. Additional right of

way width is also appropriate where development is likely to occur on the outskirts of these areas. Partial controlled access is acquired, as appropriate, at intersections.

4-02.2 (1) (c) COLLECTORS. These routes are intended to provide access to adjacent property. Access control is not normally considered on these routes.

4-02.2 (2) URBAN (population areas of 50,000 and over).

4-02.2 (2) (a) INTERSTATE AND PRINCIPAL ARTERIALS DESIGNATED AS FREEWAYS. Fully controlled access is obtained for all freeways in urbanized areas. Access points are restricted to interchanges. Interchanges may be provided at other principal arterials, minor arterials and some collectors. Access on cross routes at interchange areas should be consistent with their classification and in accordance with the guidelines for access near interchanges, as shown in Figures 4-02.7, 4-02.8 and 4-02.9.

4-02.2 (2) (b) OTHER PRINCIPAL AND MINOR ARTERIALS. On new location or in undeveloped areas, controlled access should be acquired with access considered only at other state routes and major city streets. Spacing of these access points should be conducive to good traffic progression as signal installation becomes necessary.

On reconstruction where development already exists, control of access may not be practical. In this case consistency with adjacent sections is maintained. When purchasing right of way for reconstruction, additional acquisition for future expansion would be more appropriate.

4-02.2 (2) (c) COLLECTORS. Partial controlled access is considered at major intersections.

4-02.2 (3) OTHER CONSIDERATIONS. Where new controlled access right of way is obtained on one side of an existing route, controlled access rights are acquired on both sides, unless the existing roadway will initially or ultimately be used as a service road. In that case, it is not necessary to acquire access rights from the owner abutting the existing road.

On routes which have not been designated for controlled access acquisition, control of access at intersections is desirable. Partial access control is obtained by taking controlled access right of way at the intersections of all state routes and side roads which intersect a state route carrying over 1700 design ADT. Consistency within a project and with adjacent sections is considered when making a recommendation for control. Requirements for establishing limits for partial limited access control are detailed in later in this section.

To avoid a landlocked tract or property or to provide reasonable access to the highway on controlled access highways, an entrance or entrances may be provided to each tract or property until such time as outer roads are constructed. The number, width and location of such entrances are controlled based on existing land use. If access is to a dual lane facility, it shall be to the near lane only. Median crossovers will not normally be permitted for private or commercial entrances. Exceptions to this criteria must be justified and approved (see Subsection 201.9) based on consideration of entering traffic, distance to nearest public road crossover, adequate spacing for weaving movements, signal progression and sight distance.

Where design savings will result, or where deemed necessary, outer roadways may be constructed to provide access for properties adjacent to controlled access right of way. Outer roadways will be constructed to the nearest point of permitted access.

4-02.3 TYPES OF RIGHT OF WAY. Right of way, as defined on the plans, is normal, controlled access, fully controlled access, partial controlled access, or no right of access. The right of way type related to access control and the limits of such control is indicated on the plans and on the title sheet by proper legend. Where right of way with access control is to be acquired, an appropriate note relating to the access control is required on the title sheet. Legend and symbols for access control are shown on Figure 4-02.1.

4-02.3 (1) NORMAL RIGHT OF WAY. Right of way which allows entrances to the main roadway as necessary to provide access to adjacent properties.

4-02.3 (2) CONTROLLED ACCESS. Controlled access (formerly know as "limited access") right of way limits the points of ingress and egress to the main roadway to specific locations, types, and dimensions indicated on the plans. It is imperative that all entrances and outer roadway limits be precisely shown and defined on the plans. The number of entrances to the main roadway is restricted to the minimum number required to provide access to all properties of significant value. Access is not provided if property has adequate access to other roads. Access from adjoining property to the roadway is as described in the deed (which is prepared from information shown on the right of way plans) and as provided during initial construction. Any revisions to this access require Commission approval and financial compensation. Within the boundaries of controlled access, the number of access breaks is restricted and cannot be increased. Trading of access points is permitted. Access control at diamond interchanges is established based on Figures 4-02.7, 4-02.8 and 4-02.9.

When a bridge or culvert 6 ft. [1.8 m] or greater in height is constructed on a controlled access highway that severs a property, access under or through the structure will be allowed the property owner if economically justified. Plan design is not altered to accommodate owner needs unless justified by appraisal. The following note is placed on the plans for each appropriate structure. "Access is allowed under the bridge (or through the culvert); however, no attachments may be made to the structure."

4-02.3 (3) BREAK IN ACCESS. A standard 60 ft. [18 m] wide break in access will be provided for all driveways on controlled access right of way projects. Driveway width, "break in access" width and the percent grade must be shown on the plans. For projects which have existing controlled access right of way, this standard break in access width, 60 ft. [18 m], should only be used within the limits of the newly acquired controlled access right of way.

Should the designer elect to provide break in access information with only one note on each plan sheet, they must ensure the limits of the standard breaks in access are clearly noted. An example of the note is as follows:

> "Entrances constructed through new controlled access right of way between station ---+--- to station ---+--- may be widened by permit to a maximum width of 60 ft. [18 m] unless otherwise noted."

4-02.3 (4) FULLY CONTROLLED ACCESS. Access to the main roadway from a property adjoining the highway facility is permitted only at interchanges when fully controlled access is used. This access will therefore require extensive outer roadway or service road systems. Access from adjoining property to the outer roadway is as described in the deed (which is prepared from information shown on the right of way plans) and as provided by future permit. Direct access to the main roadway from adjoining property is not permitted. Access controls along the cross road at interchanges or grade separations are the same as for controlled access.

4-02.3 (5) PARTIAL CONTROLLED ACCESS. Control of access at intersections is desirable for projects on routes which have not been designated as controlled access. Partial controlled access is obtained by controlling access at the intersections of all state routes and all side roads which intersect a state route carrying over 1700 design ADT. The limits of access control are established to properly control traffic and protect the intersection from future entrance encroachment. Such limits are established by using the criteria for sight distance triangles given in Section 4-05, or if the full sight distance triangle is not provided, by extending the limits to a point 50 ft. [15 m] from the radii returns. If such criteria results in unequal lengths along the cross-road and throughway, the farthest point from the intersection is used as the control point and the limits on the opposite side established by projection normal to the crossroad and throughway. Illustrations indicating the proper limits under various conditions are shown on Figure 4-02.2. No entrances are permitted through the radii and, if practical, no entrances should be permitted within 50 ft. [15 m] of the radius returns or through the sight distance triangles, whichever is the greater.

4-02.3 (6) NO RIGHT OF ACCESS. The no right of access restriction is used adjacent to outer roadways where entrances are not allowed to the outer roadway and is usually used in the vicinity of interchanges. It may be used elsewhere where such a restriction to entrances is desirable or necessary. Access from adjoining properties to the roadway is not permitted in any matter at present or future times. In interchange areas the no right of access controls extend to the limits required to control sight distance at the outer roadway intersection, but may

be extended further if conditions merit. The no right of access restriction is also used to prohibit access between outer roadways and the throughway at locations where the adjacent property owners have access to the outer roadway. "No Right of Access" is indicated by use of a symbol along the inside shoulder of the outer roadway. Examples of no right of access are shown on Figures 4-02.8, 4-02.9, and 4-04.8.

4-02.3 (7) PARTIAL RIGHTS. Present federal regulations pertaining to right of way require the state to request permission from the FHWA to acquire anything less than all the rights in a property, where federal funds are involved in either right of way or construction. Since the permission can only be approved at the Washington level, it is necessary that the request be made at an early stage. When the district determines that it will be to the state's advantage to acquire less than the complete surface and aerial rights for a property or for under or over a structure, a specific note of each exception is included in the letter of transmittal requesting approval of right of way plans. An estimate of the savings in right of way costs, prepared by GHQ Right of Way, is attached. If this situation occurs after receiving approval of right of way plans, the district submits a request to GHQ Design, along with a revised plan sheet setting out the exception and including an estimate of right of way savings. Upon receipt of this information, GHQ Design will submit a request to the FHWA for approval, and upon receipt of approval will notify the district. It is expected that this procedure will affect only a minimum number of projects involving interstate or high-type urban design. Right of way acquisitions reserving certain rights for the property owner are held to a minimum. Approval is requested only when substantial savings in right of way costs can be shown.

4-02.4 PERMANENT EASEMENTS. The permanent easement limits indicated on the plans outline the area required to construct and maintain features such as channel changes, inlet and outlet ditches, flooding or ponding areas, etc. Such easements are acquired with authority to re-enter after construction has been completed.

4-02.4 (1) RESTRICTIVE EASEMENTS. The restrictive easement limits indicated on the plans outline the area required to control unsightly areas such as junkyards from sight of the traveling public by not permitting the use of these designated areas for such business use.

4-02.4 (2) URBAN EASEMENTS. The use of easements outside of the normal right of way for a portion of a fill embankment is considered only when there is an obvious economic advantage to the department. This is usually confined to improvements located in urbanized areas where the cost of land is extremely expensive. Easements acquired for such purposes are permanent easements. This procedure is intended to be an exception to the normal practice of providing sufficient right of way for the entire roadway.

Included in the conveyance should be a provision to the effect that the easement is for construction and maintenance of the slope. The conveyance should also include a statement that upon completion of construction, the property owner will have use of the area with the stipulation that no alterations shall be made to the fill slope within the easement area without a permit being obtained from the Commission's District Engineer. Release of the permanent easement will be considered upon request by the property owner and will require approval by the commission.

This procedure is intended primarily for use in fill embankment areas and is not intended to change procedures currently being used for easements in cut sections. Cut slopes may be constructed on temporary easement where the taking of right of way is to be minimized.

4-02.5 TEMPORARY EASEMENTS. The temporary easement limits indicated on the plans outline the area required to construct items such as approaches or temporary construction. Temporary easements are provided around all buildings located partly on the right of way for the removal of foundations, although the building may be removed by others. Where buildings are cut at the right of way line, temporary easements are provided to widths required to prevent encroachment on the adjacent property. These easements are not written with authority to re-enter after construction is completed. All rights to temporary easements are returned to the property owner upon completion of the construction.

4-02.6 RIGHT OF WAY WIDTHS. Right of way widths required for typical sections based on functional classification and traffic volumes are shown in Figure 4-04.1. Wider right of way widths may be established if required for specific improvements. The minimum width of right of way established for specific improvements should be the

general minimum right of way width required to construct and maintain the improvement without an undue number of jogs in the right of way line. Improvements in urban areas or spot improvements where future upgrading of the entire route is improbable may merit consideration of right of way widths less than established in the table. Right of way lines outline the areas actually required for construction and maintenance and do not follow along property lines. It may be necessary to purchase areas beyond the right of way limits as indicated on the plans because of severance or inaccessibility. These areas are not included within the right of way as shown on the plans unless the additional area is useful to the department. If such right of way is acquired, it is handled as an uneconomic remnant or as excess right of way.

4-02.7 PLAN DEVELOPMENT. Right of way details are usually developed on construction plans. Right of way details are developed on separate sheets only where such details cannot be shown on the construction plans without crowding. For lengthy projects or projects which must be expedited to meet schedules, it is sometimes necessary to develop right of way plans for portions or sections of a total improvement. The plans should be complete to the extent necessary that each individual property owner can be advised how the improvement will affect their property. Section 4-10 shows examples of right of way delineation and notations.

4-02.8 PLAN REQUIREMENTS. Right of way lines are indicated on the plans with a solid line noted as "R/W Line". Easements are indicated on the plans with dashed lines. Easements are identified on the plans as "Permanent Easement" or "Temporary Easement". A supplemental descriptive note is shown underneath the easement descriptions showing the purpose for which the easement is needed, such as "Drainage" for inlet and outlet ditches, "Channel Change" for channel changes, "Sight Distance" for sight distance easements, "Borrow" for borrow easements, "Slope" for slope easements, etc. The plans include complete dimensions for all areas included in right of way or easement limits. The plans show the limits of construction slope lines by a dashed line. The limits of construction are shown approximately. Land survey ties and bearings are also shown on the plans.

When a metric centerline is established, either new alignment or converted from existing alignment, it will be necessary to re-station and dimension the existing right of way line, to the new metric centerline. The existing right of way will be "soft" converted to the nearest millimeter. New right of way shall be established in even metric units. English units will be shown, in parentheses, on offset distances and right of way areas directly beside or behind the metric units. See Figure 4-02.4.

When right of way is acquired only along one side of the existing facility, it is necessary to re-station and dimension the existing right of way line to the new centerline stationing. Sufficient equations between the existing centerline and the new centerline are included on the right of way plans to allow for coordination of existing right of way deeds.

Title information for ownership is obtained from the district right of way agent after preliminary plan approval. Sufficient lead time must be allowed to obtain this information. The plans show the following for each property: (1) the name of property owner, (2) all land survey lines and property lines, (3) parcel number, (4) the area of each type of right of way (controlled and normal access) to be acquired, (5) the area of permanent easements, (6) the area of temporary easements and (7) the area of the property remaining outside right of way limits on each side. This includes the area of easements. For metric projects, English units will be shown, in parentheses, on offset distances and right of way areas following the metric unit. Land survey ties and bearings are also shown on the plans. Bearings will be shown in degrees, minutes, and seconds. The associated distance will be in meters followed by the English units in parentheses. See Figure 4-02.4 for examples. The approximate grade of all entrances is shown.

All areas are computed and shown on the plans in units of acres or square feet to 0.01 ac. or 1.0 ft^2 accuracy [hectares (ha) or square meters to 0.001 ha or 1.0 m^2 accuracy]. As a guideline, metric areas smaller than 1 ha should be expressed in square meters (1 ha = 100 m by 100 m). The approximate station and plus is shown for land survey lines. The approximate station and plus, and angle are shown for all property lines not on land survey lines. These dimensions are determined without precise detail calculations and may even be scaled. The dimensions are indicated on the plans as though they are exact, and are not noted "$\pm$" or "approximate".

The first plan and profile sheet of the plans includes a note identifying the right of way limits for the project. This includes all easements. Projects with disconnected sections designated in the Highway Right of Way and Construction Program have a note for each section. An example note would be: "Right of way limits for this

project extend from Sta. 200+00 to Sta. 300+00, a distance of 1.894 miles and from Sta. 450+00 to Sta. 575+00, a distance of 2.367 miles." ["Right of way limits for this project extend from Sta. 2+000.000 to Sta. 3+500.000, a distance of 1.5 km and from Sta. 4+500.000 to Sta. 5+750.000, a distance of 1.25 km."] The following note is also included on the first plan and profile sheet: "Any work indicated on the plans that extends beyond the project limits is considered incidental to and a part of the construction of this project."

If railroad property is involved, separate parcel numbers are assigned to operating railroad right of way and to non-operating railroad property owned by a railroad company. If the right of way line for a controlled access highway is the same as the right of way line of operating railroad right of way, it is necessary to acquire abutters' rights of direct access from realty rights abutting the opposite side of the railroad right of way. If the railroad has fee rights in their right of way, there is no need to acquire abutters' rights from the realty rights abutting the opposite side of the railroad right of way. This only becomes necessary when the railroad has an easement and the abutter opposite the railroad has an underlying interest in the railroad right of way. In either situation, abutters' rights are secured from the railroad. Such abutting properties are assigned a parcel number.

4-02.9 LOCATION SURVEY MONUMENTS. The plans provide location survey monuments as required to mark the right of way in a manner that will define right of way limits. Location survey monuments are placed at all points of change in types of right of way (terminal points). Location survey monuments are placed at all breaks in the right of way line and usually at all P.O.T.s, P.C.s, and P.T.s. Location survey monuments are also placed at each end of spiral transitions to and from curves as indicated in Figure 4-02.3. To simplify deed writing, the right of way lines through spiral transitions should be straight lines, and bearings and distances are shown on these lines. If it is necessary to break the right of way line within the spiral, bearings and distances are shown for each segment of the right of way line. Location survey monuments are located so that adjacent markers are visible where practicable. Location survey monuments are not used to define areas purchased for constructing county road or city street connections, etc. where maintenance will be conveyed by quit claim deed to others. The plans show the location of the location survey monuments.

Location survey monuments or a temporary monument will be set by Professional Land Surveyors prior to or at the time right of way is staked for condemnation. The Professional Land Surveyor will develop a Location Survey Plan and permanent monuments are to be set prior to the recording of the location survey plan if they will not be moved or destroyed by construction activities within six months of their installation. Until the right of way acquisition is completed, semi-permanent monuments may be used. If the required permanent monuments will be disturbed by utility adjustment or construction activity, semi-permanent monuments can remain until 12 months after the location survey plan is recorded. In any event, permanent monuments must be installed within 12 months after the plan has been recorded. The Professional Land Surveyor can obtain the location survey monuments from District Design Survey personnel. The appropriate symbol is used to identify the type of location survey monument to be set.

For projects with approval of preliminary plans after January 1, 2001, location survey monuments will be used to show the marking of right of way. See Section 3-04 for more information on the standards of location survey monuments.

4-02.10 REQUEST FOR ENVIRONMENTAL SERVICES. The district should submit a written request for environmental services to GHQ Design when right of way plans are submitted. A form for this use (see Figure 2-02.2) can be found in the Environmental/Cultural Resources category of the Design forms on the computer system. While a request for environmental services may have been submitted earlier in the project development process, specialists in GHQ Design will need to assess the final design for its potential impact to environmental concerns.

4-02.11 COORDINATION WITH LOCAL AGENCIES. When it is necessary to revise or adjust a local road or street, the right of way should be acquired in the name of the State. Local officials are contacted at the final preliminary plan stage to discuss the proposed changes to their system. After completion of construction, quit claim deeds are prepared and forwarded to the local agency along with plans showing the final plans of construction.

4-02.12 ADVANCED RIGHT OF WAY ACQUISITION. When it is in the public interest to buy hardship cases, full takes, or protective buying prior to the time that right of way plans have been developed, it is possible to obtain authorization for right of way acquisition based on the approved final preliminary plan. This procedure is restricted to special cases. It is initiated at the district's request and supported with adequate justification for approval of this

procedure. District right of way shall request approval from GHQ Right of Way for all hardship and protective purchases.

4-02.13 PLAN SUBMITTAL AND FILING. A set of right of way plans consists of a title sheet, typical section sheet(s), completed plan sheet(s), and any special sheet(s) required to completely define and detail the right of way, including the project's outermost termini or right of way limits in stations. The District Engineer (as designated by the Chief Engineer) must sign and seal the title sheet only. Consultant plans must have the title sheet signed and sealed by a representative of that firm and the District Engineer.

The signed and sealed right of way plans are submitted to GHQ Design with a letter of certification approved by the District Engineer (see Figure 4-02.10).

In addition to the guidance below, specific details which outline the role of the Transportation Project Manager in obtaining authority to acquire right of way on a project may be found in Sections 3-4.2, 3-4.3 and 3-4.4 of the Right of Way Manual.

4-02.13 (1) RIGHT OF WAY OBTAINED BY NEGOTIATION. Upon concurrence from the Environmental and Cultural Resources sections and after approval of the right of way plans by the District Engineer, the Transportation Project Manager can authorize the acquisition of right of way if federal funding is not involved (i.e., total cost of right of way is less than $5,000,000). If federal funding is used to acquire right of way for a project, authorization from GHQ Right of Way is required prior to the start of acquisition.

Section 227.050 of the Missouri State Statutes requires the filing of detailed right of way plans with the proper authorities in order to acquire right of way. A set of right-of-way plans must be filed with the clerk(s) of all counties and cities through which an improvement will pass, prior to advertising the project for the bid opening. On projects in which all right of way is obtained through negotiation, certification of the plans by the commission and filing with the circuit court are not required.

4-02.13 (2) RIGHT OF WAY OBTAINED BY CONDEMNATION. When condemnation is necessary to acquire right of way for a project, certification of the plans by the commission is required. The certification document needed for filing in the district shall be e-mailed to GHQ Design via rwcert@mail.modot.state.mo.us. A sample cover letter and certification document for submittal to GHQ Design are shown in Figures 4-02.11 and 4-02.13. The project description in the cover letter should include the project's outermost termini or right of way limits, in stations.

The e-mail to rwcert@mail.modot.state.mo.us must indicate whether there is a potential conflict of interest (i.e., a commissioner owns property within one-mile [1.6 km] of the project). District Right of Way and Chief Counsel's Office can provide information on potential conflict of interest areas. In the event a possible conflict does exist, the name of the commissioner, the location of the property, direction and distance to the project will be required. Once this information has been provided to GHQ Design (at the time the complete set of right of way plans is sent to GHQ Design), GHQ Design will fill out the necessary form for the Commission Secretary and Chief Counsel's Office use. If no conflict of interest exists, the e-mail to rwcert@mail.modot.state.mo.us should state so accordingly.

In addition to filing with the county and city clerk(s) as described in Subsection 4-02.13(1), the approved right of way plans and letter of certification must be filed with the circuit court. Filing should be completed prior to the filing of condemnation with the court.

4-02.13 (3) PLAN CHANGES. It is necessary to refile any plan changes with the proper authorities. The same procedures described above apply to amended plans except only the revised sheet(s) and an updated title sheet need to be submitted. The amended title sheet is to include the revision date and a note indicating the plan sheet numbers which were revised. For subsequent revisions, the title sheet includes the current information and all previous information. For amendments involving condemnation cases, a sample cover letter and certification for submittal to GHQ Design are shown in Figures 4-02.12 and 4-02.14. Plan changes after right of way approval are discouraged and should be kept to a minimum.

4-02.14 RIGHT OF WAY CLEARANCE. After all right of way has been acquired, either by negotiations or condemnation, and right of way costs have been paid or condemnation awards paid into court, the district advises GHQ Right of Way that the right of way is "clear". GHQ Design is furnished with a copy of this letter. Improvement projects are not advertised for the bid opening until all right of way has been cleared. With special approval only, projects may be advertised prior to final clearance of the right of way. A contract job special provision is required under these conditions to restrict the contractor's construction operations from certain areas or parcels until approved by the Resident Engineer. Advertising requirements are contained in Section 1-04.

4-02.14 (1) REQUESTING ASBESTOS INSPECTION. It is necessary for all building structures, or building remains, which MoDOT takes possession of to be inspected for the presence of asbestos containing materials (ACM). Buildings, or building remains and debris should be inspected for ACM prior to salvage, demolition and removal. The inspection methods are invasive and destructive; therefore, the department should have possession before inspection begins. If it is believed there will be salvage of a building by a third party, the request for asbestos inspection should stipulate that non-destructive sampling methods be employed. The request for asbestos inspection is to be made in writing by the district to the State Construction-Materials Engineer after MoDOT has taken possession, containing the following information:

- Job Number
- Parcel numbers to be inspected and the total number of parcels on the project requiring building demolition
- Addresses of the structures to be inspected
- Plan sheets showing the location of all parcels and structures
- A floor plan sketch of all buildings to be inspected, as may be used for appraisal
- The name of the district person to obtain keys from for access
- The estimated dates for possession of each parcel and the deadline for needing the inspection report

It is important for the inspectors to have a contact person in the district who is familiar with the properties or photographs of the buildings from the road, so a positive identification of each structure requiring inspection can be made.

Samples will be taken of all suspected asbestos containing materials by GHQ Project Operations personnel. Test results will be reported to the district on Forms T-746, T-747 and T-748. Copies of these forms should be included in all contract proposals requiring asbestos abatement or demolition of the buildings. Only the ACM listed on Form T-748 will be tabulated for removal.

4-02.14 (2) REQUESTING HAZARDOUS WASTE SURVEY. During preliminary design, the district should have contacted the environmental section of GHQ Design to perform a screening and on-site investigation for storage tanks and hazardous waste (see Subsection 204.3). Based upon recommendations by the environmental specialists and using the cleanup estimate provided, appropriate tabulated quantities and job special provisions if necessary should be incorporated into the construction plans. Refer to Sec 202 of the Standard Specifications for removal requirements, method of measurement and basis of payment for removal of contaminated materials and storage tanks.

Most underground storage tanks, containing petroleum products, have an insurance policy covering the cost of leak clean up. During negotiations, district right of way will have the insurance policy transferred to MoDOT upon taking possession of the parcel. An application to the insurance administrator must be made to determine the quantities of material eligible for cost reimbursement. This application will be made by the environmental specialist prior to the contractor's notice to proceed.

4-02.14 (3) DEMOLITION AND REMOVAL OF IMPROVEMENTS. When parcels containing buildings, structures, wells, septic tanks, individual lagoons or other improvements, which may remain vacant or unattended for an extended time are acquired, it is desired to let a contract for demolition and removal of improvements in advance of the general roadway contract. This is done to remove safety hazards, minimize liability and maintain an orderly right of way.

Specifications governing this work are contained in Sec 202 of the Standard Specifications. It is desired to make administration of these demolition and removal contracts efficient by grouping together work from

various projects within the district. The quantities in the proposal need to be tabulated by parcel for each roadway project on the program.

Job special provision DSP-99-08, Demolition and Removal Contract, should be used for these advanced removals of improvements. It is recommended the district anticipate those parcels that will be acquired within a 12 month period throughout the district and include them in one contract for demolition and removal of improvements. Job Special Provisions should designate petroleum storage tanks, lagoons, or other items which require early removal as a first or early order of work after notice to proceed. There may be special cases when abatement of ACM, demolition and removal of buildings are included in the general roadway contract.

4-02.14 (4) ASBESTOS CONTAINING MATERIALS. Asbestos removal must be completed prior to demolition of the building. The asbestos containing materials (ACM) requiring removal will be listed on Form T-748 for each parcel inspected. The contract proposal for asbestos removal should use the standard bid items. A form for this use can be found in the Demolition and Removals category of the Design forms on the computer system. If all of the parcels have not been inspected for ACMs, estimated quantities will be used. Check with the Project Development Liaison Engineer for assistance with this procedure.

When quantities of ACM to be removed inside a single structure exceed 160 ft^2 [15 m^2] or 260 linear feet [80 m], third party air monitoring is required in St. Louis County and the City of Kansas City. The district project manager should coordinate with GHQ Design to establish a memorandum of understanding with a certified industrial hygienist or equivalent to perform the monitoring of the abatement, prior to commencement of the work.

Once the department has taken possession of a parcel, salvage of any materials or structures will not be permitted until an inspection for asbestos and hazardous waste materials has been made and all hazardous waste or ACM has been removed. Our operations are governed by the National Emission Standard for Hazardous Air Pollutants (NESHAP) asbestos regulations of the Environmental Protection Agency and regulations of the Missouri Department of Natural Resources.

The project manager should ensure there is close coordination between the district staff concerning right of way acquisition, plans development and contract administration for the removal of all improvements. Additional resources for hazardous waste screening, materials testing and contract proposal preparation can be obtained from GHQ as needed.

4-02.15 DISPOSITION OF EXISTING ROUTE. Recommendations for the disposition of existing roadways included in the location/environmental study or conceptual study report must receive approval before they can be included in the approved right of way plans. Approval of the disposition of the existing roadway is initiated by the submission of a Change in Route Status Report (CRSR) to GHQ Transportation Planning.

As the right of way plans are developed, the recommendations for the disposition of existing roadways, which are included in the location/environmental study or conceptual study report, should be reviewed to ensure the plans conform to these recommendations. Where the recommendations call for the existing roadway to be transferred to another local government agency, written documentation will be included in the CRSR which will outline the terms of the commitment made by that agency for accepting the sections of existing roadway. In addition, information must be included in the CRSR if an existing route is retained but its classification or the state system is changed.

Available options for the disposition of the existing roadway may range from retention in the state highway system to transfer to another government agency or even total abandonment. In any case a CRSR must be prepared for the project.

An approved CRSR which requires a section of existing roadway to be transferred to another owner, public or private, will also require the preparation and execution of a roadway relinquishment agreement. Guidelines for the preparation of this agreement are detailed later in this section.

4-02.15 (1) CRITERIA FOR RETENTION. When improvements to existing roadways in the state highway system cause the location of the existing roadway to change, portions of the existing roadway may be retained for

commission use under the following conditions, or any combination of these conditions. Routes which will remain in the state system must have "route markings" in place.

4-02.15 (1) (a) ABSORB IN NEW ROUTE (NO CRSR REQUIRED)

- When any portion of the existing right of way becomes part of the new right of way. Termini limits of permanent right of way purchase are normally used to determine the length to be absorbed.
- When existing right of way is needed for an outer roadway and is contiguous with right of way for main lanes.

4-02.15 (1) (b) RETAIN AS A ROUTE IN SAME STATE SYSTEM CLASSIFICATION (NO CRSR REQUIRED)

- When necessary to retain continuity of a route in the same system.
- When necessary to provide a business route to serve a substantial business community which has been by-passed and the existing route is the logical solution.
- When the release of that part of the route will create a condition not consistent with the functional service objectives of that system.

4-02.15 (1) (c) TRANSFER TO ANOTHER STATE SYSTEM CLASSIFICATION (CRSR REQUIRED)

- When the existing section is necessary in order to maintain continuity of a route on another system.
- When that part of the route is needed to provide the functional objectives of another system.

4-02.15 (1) (d) RETAIN AS SERVICE ROADWAY ON NEW ROUTE (CRSR REQUIRED). When a short section of the existing route adjoins at one or both ends a section of roadway on or to be retained on the state highway system, and the right of way is not contiguous with the new right of way, it may be retained as a service roadway if one of the following conditions exist.

- Due to not connecting or being close to a local roadway, it would be unreasonable to require maintenance by the local political subdivision.
- Some special condition which dictates this procedure. Usually this condition involves access provisions.

4-02.15 (1) (e) RETAIN FOR FUTURE USE (CRSR REQUIRED). When the portion of the existing route is not needed for any of the conditions listed above or for access to properties, consideration shall be given to any possible future use by the commission. This may include use by maintenance forces, future improvements, scenic use, or in some cases sale or trade as excess property.

4-02.15 (2) METHODS OF REMOVAL. When a portion of the existing route is not needed for commission use, it may be removed from the state highway system. The location/environmental study or conceptual study report will recommend a method for removing the existing route from the state system. These recommendations may indicate that sections of the existing roadway be transferred to a local government agency, in which case the written documentation indicating the local government agency's willingness to accept the conveyance of sections of the existing route and any conditions of their acceptance, will also be included in the location/environmental study or conceptual study report. The location/environmental study or conceptual study report may also recommend some other method of removal from the state system. In any case one of the following methods will be recommended for removing the portion of the existing route from the state highway system and must be described in the CRSR.

4-02.15 (2) (a) CONVEY TO LOCAL GOVERNMENT AGENCY (CRSR REQUIRED). Sections of the existing route which need to remain in place to serve local public interests will be identified in the location/environmental study or conceptual study report. These sections may be conveyed to the appropriate local government agency, which is capable of accepting a deed for the right of way. After the CRSR, which indicates that the section of roadway will be transferred to another government agency, is approved by the Chief Engineer or designee, a roadway relinquishment agreement must be prepared. The preferred method of transfer is by quit claim deed to the local government agency. However, the specific method of transfer and other details should be indicated in the agreement. Execution of the roadway

relinquishment agreement must be obtained from the local government agencies before the project is advertised for the bid opening. Details on the preparation of the roadway relinquishment agreement can be found in Subsection 4-02.15 (5).

4-02.15 (2) (b) TRADE ROUTES WITH LOCAL GOVERNMENT AGENCY (CRSR REQUIRED). Where sections of the existing route are needed for local public interests, but the local government agencies are unwilling to accept a quit claim deed for the right of way, consideration can be given to trading another section of roadway for this one. The local government agency may be willing to accept the section of roadway we wish to dispose of if the department agrees to accept maintenance of a section of roadway which they are not capable of maintaining. The broad concept of the trade should be outlined in the written documentation contained in the location/environmental study or conceptual study report which indicates the local government agency's willingness to accept the section of the existing route. The specific details of this trade and the method used to transfer the roadway will be outlined in the roadway relinquishment agreement. Execution of the roadway relinquishment agreement cannot be obtained until the CRSR is approved, but must be obtained from the local government agencies before the project is advertised for the bid opening. Details on the preparation of the roadway relinquishment agreement can be found in Subsection 4-02.15(5).

4-02.15 (2) (c) GUIDELINES FOR TRADING ROUTES. There are roads in the state which have grown beyond the maintenance abilities of local jurisdictions. There are also state highways, which because of low volumes and the service they provide, should not be a part of the state system. Consideration will be given to accepting these local roads into the state system upon the request of the appropriate local officials, contingent upon the transfer of an equal or greater mileage of lesser traveled roadway from the state system.

The general criteria for trading routes with local jurisdictions is as follows:

- Trade must be in the same county or city
- Trade must be based on approximately equal mileage
- Road transferred to state system must meet major collector or higher functional classification criteria
- Roads transferred to state system must have roadway widths (surface and shoulder widths) and surface type compatible with the average for state highways with similar ADT. Minimum of 24 m (80 feet) of right of way required
- Roads transferred to state system must have bridges within 80 percent of the average condition ratings for state highways with similar ADT
- Road to be transferred to county should be stub end
- Some form of public announcement concerning transfer is required
- Right of way for future reconstruction to department standards should be supplied at no cost to department

These same guidelines apply for trades with local jurisdictions when the routes to be traded are not involved with any MoDOT project.

4-02.15 (2) (d) CONVEY TO ADJACENT PROPERTY OWNERS (CRSR REQUIRED). Some sections of the existing route may not be needed to serve local public interests but may need to remain in place to serve local private interests. These sections will be identified in the location/environmental study or conceptual study report. If no local government agency is willing to accept ownership of these sections then the local interests who are served by the existing route should be contacted to determine their willingness to accept this section of roadway. If the property owners are willing to accept these sections of the existing route, then they should be conveyed to them by quit claim deed when the project is constructed. The transfer of these sections of roadway will require negotiations with the property owners. The terms under which the property owners agree to accept these sections of the existing roadway should be clearly indicated in the roadway relinquishment agreement. These terms could include compensation to the property owner or other services provided by the department to place the road in a condition which is acceptable to the property owners. Execution of the roadway relinquishment agreement cannot be obtained until the CRSR is approved by the Chief Engineer or designee, but must be obtained from the property owners before the project is advertised for the bid opening. Details on the preparation of the roadway relinquishment

agreement can be found in Subsection 4-02.15 (5).

4-02.15 (2) (e) ABANDON THE ROUTE (CRSR REQUIRED). When no other method of removing the existing route from the state highway system can be used, the options for abandonment of the route should be explored. If a portion of the existing route is not needed for public roadway access to any properties, abandonment may be an option for disposing of the roadway. Abandonment may also be an option for sections which are providing private access to adjacent properties. However, these sections may require special considerations.

The department's ability to abandon portions of the existing route is dependent on the type of title the department holds for the right of way and the particular circumstances involved with each specific location. Before consideration can be given to abandoning the existing route the opinion of the Chief Counsel's Office must be obtained with regard to the department's ability to proceed with the abandonment. They should also be able to identify potential liabilities which the department might incur as a result of the abandonment. All of these factors should be taken into account when making the decision of whether or not to abandon the existing roadway.

If abandonment is chosen as the best course of action, a CRSR should be prepared to reflect these recommendations. Approval of the CRSR must be obtained from the Chief Engineer or designee before proceeding with the steps necessary to abandon the route. Once approval is obtained, the Chief Counsel's Office should be contacted to find out what steps are necessary to abandon the roadway. It is important to note that there are specific actions which must be taken, beyond approval of the CRSR, in order to properly abandon the existing route.

Consideration should be given to the possible future use of the right of way when determining if the roadway should be obliterated or left in place. If obliteration is chosen, the right of way should be landscaped with low maintenance materials and left in good condition.

4-02.15 (3) CHANGE IN ROUTE STATUS REPORT (CRSR). A CRSR is required to transfer sections of the existing route to another system or change the purpose of the section even if no right of way modifications are involved. The CRSR is composed of a written description of the changes to be made to the existing routes and a sketch which depicts those changes. The district is responsible for ensuring that the CRSR has been reviewed by all areas within the district which are affected by the proposed changes (Right of Way, Design, Maintenance, Traffic, etc.). The report will not be circulated to the functional unit offices at the GHQ. It is therefore very important that the concurrence of all affected areas within the district is obtained prior to submittal of the report. The following paragraphs give guidelines for the preparation and submittal of the CRSR.

4-02.15 (3) (a) TEXT. The CRSR should summarize the recommendations and the supporting reasons for disposing of the existing route which were included in the location/environmental study or conceptual study report. Any deviations from those recommendations should be fully discussed in the text of the report. This discussion should include a complete description of the proposed methods of disposal now being recommended and the reasons why the original recommendations could not be implemented. Any supporting documentation needed to justify the recommendations should also be included in the report.

The CRSR should include a description of the recommended disposition for all sections of the existing route within the extreme limits of the right of way involved with the project. This description should include the location, length, and proposed disposition for all sections of the existing route. Figures 4-02.16 and 4-02.17 provide an example which will assist in determining the proper termini limits for the sections of the existing route to be included in the CRSR. If the reasons for choosing the method of disposition are not clearly indicated in the location/environmental study or conceptual study report, sufficient background information should be included in the report to support the recommendations. A summary of the lengths being disposed of in the same manner should be included in the report. For example, the total number of miles being absorbed, conveyed, transferred, etc. should be included in the text of the report.

If no location/environmental study or conceptual study report was prepared for the project, the CRSR should contain a discussion of the alternate methods which were considered for disposing of the existing

route similar to that which would be included in a location/environmental study or conceptual study report. This discussion should also contain the reasons why the recommendations were selected as the best alternatives and any documentation necessary to support those recommendations.

If the recommended method of disposal results in the existing route being transferred to a local government agency, the written documentation conveying the agency's willingness to accept responsibility should also be included as a part of the report. Any conditions or stipulations which have been included as a part of the agency's acceptance of the existing route should be discussed in the report. After approval of the CRSR by the Chief Engineer or designee, a roadway relinquishment agreement should be executed to formalize the commitments made by both parties.

4-02.15 (3) (b) SKETCH. A line drawing sketch is prepared to show the proposed disposition of existing routes. This sketch is developed on a letter size or multiple of a letter size reproducible sheet. The sketch should be developed at an appropriate scale which will allow the details of the CRSR to be clearly visible. Production of a high quality sketch is important because this document will be used to maintain the permanent record of the history of the route. An example of this type sketch is illustrated on Figure 4-02.15. The existing route should be shown as parallel lines 0.1 in. [2.5 mm] apart with the space between left blank to permit coloring. The new route should be shown as a solid line 0.1 in. [2.5 mm] wide. The following features should be included on the sketch:

- Equations which relate the stationing of the existing route to the stationing of the new route at the locations necessary to allow computation of section lengths.
- Termini limits of the disposition shall normally be shown at the extreme limits of permanent right of way purchase or disposal on the new project. Refer to Figures 4-02.16 and 4-02.17 for examples of proper limits for various sections of the CRSR. New stationing is to be equated to the old stationing at tie points, at beginning and ending of the project, and at any connections to existing routes or crossovers of existing routes.
- Both the new and old stationing should be shown at points where a change in the method of disposition occurs.
- The length of all sections based on old stationing in order to account for the entire length of the existing route. The lengths computed from the stationing should be converted to miles [kilometers] and shown on the sketch to the nearest thousandth of a mile [thousandth of a kilometer]. If the old stationing and new stationing use different units of measurement (English and metric), the sketch shall include lengths shown in dual units. This will allow reference to the original plans as well as the new plans.
- Section numbers, range, township, city limits, county lines (if more than one county), and any other necessary information should be indicated on the sketch.
- All affected routes should be included in the sketch and clearly labeled. Other state routes which are not affected should also be labeled.
- The entire length of the existing route covered by the CRSR should be shown all on one sketch if at all possible.
- The color code listed below should be referenced when preparing the sketch. If the particular project requires the use of additional colors to cover other circumstances make sure that this is clearly indicated on the sketch.

  Absorb - Red.
  Abandon or Convey to Adjacent Property Owners - Green.
  Convey to _____ County - Yellow.
  Convey to the City of _____ - Purple
  Convey to _____ (Agency) - Orange
  To be Retained - Brown.
  Transfer to Another System - Blue.

- A color key should be include on the sketch which represents the actual colors used to indicate the various methods of disposition. The name of the recipient should also be included if applicable. (city, county, property owner, etc.)

4-02.15 (3) (c) SUBMITTAL. The CRSR is submitted to GHQ Transportation Planning, by the district, when the plans have been developed in sufficient detail to allow completion of the report. This will occur sometime after preliminary plan approval and most generally near the time that plans are approved for right of way purposes. The district should prepare a transmittal letter which requests GHQ Transportation Planning to process the report and proceed with the actions necessary for approval. If the report recommends that a section of the existing route be removed from the state system, then the district's transmittal should also explain the status of any subsequent agreements which are necessary to accomplish the approved dispositions. These agreements might include the roadway relinquishment agreement or other documents needed to carry out the disposition.

The district is responsible for checking the accuracy of the details contained in the report and the sketch. The district is also responsible for ensuring that the recommendations for disposition contained in the location/environmental study or conceptual study report are complied with or that sufficient documentation is included in the report to justify the change in recommendations. The district is responsible for ensuring that the CRSR has been reviewed by all areas within the district which are affected by the proposed changes (Right of Way, Design, Maintenance, Traffic, etc.) and that they concur with the report. GHQ Transportation Planning will not perform district responsibilities, but rather they will be responsible for processing the report, submitting it the Chief Engineer or designee for approval, and making appropriate changes in the state route inventory which result from the approved report.

In order to allow proper time for records verification, processing and copying, the report should be received by GHQ Transportation Planning at least four (4) weeks prior to the desired approval date.

The copy of the report which is submitted for processing should contain a colored copy of the sketch. In addition to this, the district should forward an electronic version of the sketch to GHQ Transportation Planning for their use in processing the report. GHQ Transportation Planning will make copies of the colored sketch or prints of the electronic file for their use in processing the report.

4-02.15 (4) IMPLEMENTATION OF APPROVED CHANGES IN ROUTE STATUS. Once the CRSR is approved by the Chief Engineer or designee, the district may proceed with the steps necessary to carry out the approved changes in route status. The Commission's Execution of Documents Policy should be reviewed to determine who has the authority to execute any subsequent agreements which are necessary to accomplish the approved dispositions.

The first action to be taken by the district will be dependent on the type dispositions approved in the report. For example, if all sections of the existing route are to be retained in the state highway system, no further action is required.

If sections of the existing route are to be conveyed to other owners (local public agency or adjacent property owner), then a roadway relinquishment agreement must be drafted and executed as the first action. Details for preparing the agreement are listed in Subsection 4-02.15 (5) and a description of the persons authorized to execute the agreement can be found in the Commission's Execution of Documents Policy.

After the roadway relinquishment agreements are executed a copy of the CRSR, which includes a colored copy of the sketch, copies of the relinquishment agreements, and appropriate plans will be provided to the district right of way agent so that quit claim deeds can be prepared for those sections of the old route which are to be conveyed to others. Any special conditions contained in the relinquishment agreements shall be taken into account when preparing the quit claim deeds.

Sections of the existing route which are approved for abandonment will need the involvement of the Chief Counsel's Office as well as the district right of way agent. In this case the first action taken by the district should be to notify the Chief Counsel's Office of the approved CRSR. The Chief Counsel's Office and district right of way agent should provide guidance in regard to the proper course of action for each of the properties to be abandoned. A copy of the CRSR, which includes a colored copy of the sketch and appropriate plans should be provided to the Chief Counsel's Office and the district right of way agent.

The project manager and the core team are responsible for ensuring that all of the disposals approved in the CRSR are implemented in the correct manner. Since portions of the existing route may need to remain in place throughout the construction phase of a project, the actual transfer of ownership or abandonment of sections of the existing route may not occur until that phase of the project is complete. The project manager may therefore wish to delegate the responsibility for making the physical transfer of ownership or abandonment to a core team member who will be involved with the construction phase of the project. In any case, it shall be the project manager's responsibility to see that all portions of the existing route are disposed of in accordance with the approved CRSR.

4-02.15 (5) ROADWAY RELINQUISHMENT AGREEMENT. A roadway relinquishment agreement will need to be prepared for any sections of the existing route which will be conveyed to other owners. A standard form agreement named RW27 has been prepared by the Chief Counsel's Office as a basis to develop the agreement. This agreement may need to be modified to fit the particular circumstances of each relinquishment. The agreement can also be modified to accommodate transfer of right of way to a private property owner. Any modifications to the standard language should be approved by the Chief Counsel's Office prior to execution. This standard form agreement is available electronically at P:\CONTRACT\RW\RW27 Road Relinquishment Agreement 533.doc.

Any commitments or promises made by either party which constitute a condition of acceptance of the existing roadway shall be fully detailed in the agreement. These conditions of acceptance might include upgrading the road to a certain condition prior to transfer or future state maintenance of the section at a specified time period. It is important to note that this agreement should be developed through a process of negotiations which will result in an agreement which is mutually beneficial to both parties. Each case will have unique conditions which will need to be considered during the negotiation of the relinquishment agreement. The district should consider all requests from the party receiving the section of the existing roadway which will minimize the burden of ownership and future maintenance. However, the cost associated with any conditions of acceptance should be compared to the benefit MoDOT will receive from the transfer of the existing roadway. Any conditions of acceptance which can not be shown to be cost effective for MoDOT should not be accepted.

The requirements for proper execution of the agreement will depend on the party receiving the existing roadway. If the accepting agency is a county commission, the agreement should be executed by at least two of the commissioners. If the accepting agency is a city, a copy of the ordinance or resolution which authorizes execution of the agreement should also be attached. The agreement should then be executed by the authorized party. If an adjacent property owner is the recipient, the agreement only needs to be executed by the future owner. In any case the execution of the roadway relinquishment agreement must be obtained from the other parties before the project is advertised for the bid opening. The Commission's Execution of Documents Policy should be reviewed to determine the proper party authorized to execute the agreement on behalf of the commission.

4-02.15 (6) AASHTO APPLICATION. When a portion of an existing U.S. or interstate route is proposed for elimination, establishment, relocation, extension, establishment of an alternate route, or recognition of a business route, an AASHTO application should be submitted. The AASHTO application can be requested through GHQ Transportation Planning or obtained from the MoDOT Policy Manual, Operations – Traffic. Submit six completed copies to GHQ Transportation Planning as early as possible during right of way plan development. The application will be forwarded to GHQ Traffic and the Route Marking Committee for submittal to AASHTO as soon as it is approved; however, AASHTO only meets to approve the applications in the Spring and the Fall of each year. The approval process is detailed in the MoDOT Route Marking Process in the MoDOT Policy Manual, Operations – Traffic.

4-02.15 (7) CHANGE IN ROUTE MARKING. Any change in the designation (number, letter, etc.) of any state route requires a change in route marking request. Guidelines for preparation are contained in the MoDOT Policy Manual, Operations – Traffic. The letter of transmittal and supporting information should be submitted to GHQ Design for review and forwarding to GHQ Traffic and the Route Marking Committee.